

PASSED NAVAL BILL

PROVISION FOR SUBMARINE TORPEDO BOATS ADOPTED.

Three New Battle Ships, One Armored Cruiser, Two Steel Training Ships and a Wooden Brig Authorized.

At the end of a protracted session the House yesterday afternoon passed the naval appropriation bill. A great many amendments were offered to the provisions relating to the increase of the personnel and the authorization of new ships to be built. The most important amendment adopted was one to authorize the Secretary of the Navy, in his discretion, to purchase or contract for submarine torpedo boats after investigation of their merits, and appropriating \$500,000 for that purpose. The amendment was in the language of the bill introduced by Mr. Hill (Conn.) and it was stated on the floor that it had the support of all the members of the naval committee. It was adopted practically without debate. The words authorizing the construction of the new ships "by contract" were stricken out as passed the bill provides for three new battle ships, one armored cruiser, two steel training ships and one wooden brig for training purposes. In addition to the submarine boats discretionarily authorized, the increase in the personnel of the navy went through as reported by the committee, an effort to limit the increase to two midshipmen for each senator and representative to the period between now and 1911 having been voted down.

Submarine Torpedo Boats.
Mr. Taylor (Ohio), on behalf of the naval committee, offered an amendment authorizing the Secretary of the Navy, in his discretion, to expend \$500,000 for submarine torpedo boats tested and found to be acceptable to the navy.

Mr. Taylor said the amendment had the approval of every member of the committee. It was not in the interest of any particular submarine boat.

"Why did not the committee report the provisions in the bill if it was acceptable to all the members?" asked Mr. Taylor (Mass.).

"Because it was only agreed upon today," answered Mr. Taylor.

"Rather late," observed Mr. Thayer.

Pacific Coast Shipbuilding.

Mr. Cushman (Wash.) offered an amendment authorizing one of the battle ships or cruisers authorized by the bill to be built at a yard on the Pacific coast, unless the bid therefor was four per cent in excess of bids for ships of the same class to be built elsewhere. The amendment led to considerable debate. Mr. Cushman declared that the only independent ship building concern in the United States outside of the trust capable of building a battle ship was at Seattle.

The amendment was ruled out on a point of order.

By unanimous consent the provision which had gone out on a point of order authorizing the Secretary of the Navy to construct the ships in government yards in the event of a combination of bidders was restored.

Mr. Gaines (Tenn.) raised a point of order against the appropriation of \$10,000,000 for "domestic" armor, but it was overruled.

"This is," said Mr. Gaines, commenting on the ruling of the chair and addressing the republican side, "the fondest trust you ever pressed to your bosom." (Laughter on the republican side.)

There were no further amendments and the committee rose and the naval appropriation bill was passed.

At 3:30 the House adjourned.

ENTERTAIN THEIR FRIENDS.

Meat Dealers' Protective Association Gives a Banquet.

The hall of the Jolly Fat Men's Club, 933 D street, was the scene last evening of what was regarded as the most successful entertainment ever provided by the Retail Meat Dealers' Protective Association. A bright and entertaining program was rendered, after which an elaborate banquet was served, in which 200 persons, including a number of special guests, participated. The hall and rooms of the club were most attractively decorated and the menu contained all the delicacies and choice bits such as the meat dealers alone can provide.

Toasts were responded to by J. R. Kelly, president of the association; Robert F. Stennell, vice president; J. H. Hoffman and George Carter. The musical program included a song by Mr. Graham, which he composed during the entertainment, and which aimed some humorous shafts at the characteristics of the members. Other numbers on the program were: Songs by James Cuthell, Professor Taylor, Lawrence and Harry Moore, who also enlivened the occasion by humorous anecdotes and impersonations.

Schooner Blown Ashore.

The two-masted schooner Compact, owned in Baltimore, was blown ashore in Easton bay, one of the tributaries of the Chesapeake during the gales of the early part of the week, and when the revenue cutter Winsum went to her aid Captain Maguire found the schooner was so high on the beach that she could not be pulled off. She had been deserted by the crew before the Windom reached her. The company was built in 1856 and registered forty-seven tons.

The Southerners

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CHAPTER XXXII.

The Fleet Gets Under Way.

"Six bells in the midwatch, sir," said the marine orderly, tapping deferentially at the door of the admiral's sleeping room, while the accompaniment of their shrill whistles the boatswain and his mates were piping. "Up all h'mmocks!"

"I am awake, orderly. What sort of a morning is it?"

"It's been cloudy and squally, but it bides fair to be clear now, sir."

"Light from the south-west, sir?"

"Good! Send Mr. Watson and Mr. Peyton to me. I would like to see them in my cabin as soon as I am dressed. Is Captain Drayton up?"

"Yes, sir."

"Give him my compliments and ask him to come here, too; say in about half an hour, all."

The admiral, who had risen at the first tap on the door, was soon dressed. He buckled on his sword, which had been given him by an old friend and which was his most constant companion. He invariably wore it when on duty. Just as he completed his preparations, which included a couple of cups of coffee and a cigar, came the success of the dangerous undertaking he was about to commence. Drayton, following by the two lieutenants and the surgeon, the fleet surgeon, came down into the dimly lighted cabin.

"Good morning, admiral."

"Good morning, gentlemen. The tide will be at full flood in a few hours and we'll carry out the program. You must all hand out the ships lashed together, sir."

"Very good, sir."

"And, Watson, you will signal the fleet to couple up and prepare for action."

"Aye, aye, sir."

"The wind is sou'westerly, so the orderly reports. Drayton, you know the harbor."

"Yes, sir; rather light now, but it gives promise of growing heavier."

"It's lucky for us that the wind blows

myself, sir. In case anything happens to the pilot or you, which God forbid, I might have to carry the Hartford in myself, you know."

For some time the two officers pored over the chart in the dim light, and after the admiral had thoroughly mastered all its details—indeed, much previous study had made him thoroughly familiar with it—Peyton turned to his duties on deck, whither the admiral presently followed him.

The morale of the flagship and of the fleet in general was simply superb.

"Well, that's a relief, for although the other as they went about their appointed duties. They were completely oblivious to any danger to themselves or their ships in the approaching battle. And a doubt of their success never entered their minds."

The admiral had carried them through many a scrap, and he remained absolutely through this one, somehow. The old Hartford and her men had been in too many things to fail now. They would get out of it, a bit doubtless, but they would win in the end, never fear. The gun was not mounted, the ship did not float, that could sink that Hartford with Farragut aboard.

Shortly before three bells in the morning watch, or half after five, the admiral, accompanied by Drayton and Palmer, went below to his cabin for a light breakfast. As the three men stood in the dark cabin, lighted by a few candles, although the sun was just about rising, it was not yet light enough below decks to see by—the admiral, sipping a cup of tea, a favorite beverage of his, remarked abruptly:

"Drayton, I am sure that I have made a serious mistake in giving way to the reputation of the fleet."

"I don't know, sir. You know the fort and the fleet. What if Nelson was said at about four or five o'clock, the admiral, looking at the clock, said:

"Oh, very well," said the admiral, unconvinced. "I don't doubt that I will get to the front somehow. Meanwhile, have it your own way."

"We have no fear of your not getting to the front, admiral," said Drayton, smiling. "I don't think you know the fort and the fleet. What if Nelson was said at about four or five o'clock, the admiral, looking at the clock, said:

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